

# Central Intelligence Agency Fleet Alternative Fuel Use and Vehicle Acquisition Report

Compliance with EP Act and E.O. 13149 from Fiscal Years 1999 to 2004

## Summary

The Central Intelligence Agency (CIA) is developing methods to increase the Alternative Fuel Vehicle (AFV) percentage in its qualifying fleet, enhance its qualifying fleet's alternative fuel usage, and improve its fleet's overall fuel economy.

In reviewing this document, it is important to remember that much of the CIA fleet is exempt due to locations where Federal requirements on alternative fuel vehicles do not apply. Within the United States, economy and geography—including the absence of an extensive alternative fuel infrastructure—have hampered the Agency's efforts to acquire and use alternative fuel vehicles.

This represents the Central Intelligence Agency (CIA) cumulative report covering fiscal year (FY) 1999 to 2004 on its fleet alternative fuel use and vehicle acquisition compliance pursuant to the requirements of the Energy Policy Act (EPAct) of 1992 (Public Law 102-486), as amended by the Energy Conservation Act of 1998 (Public Law 105-388) and Executive order (E.O.) 13149, "Greening the Government through Federal Fleet and Transportation Efficiency" (65 FR 24607), which was signed on April 21 2000.

Exhibit 1. CIA's Performance in Meeting EPAct and E.O. 13149 Requirements

Authority/Mandate	Performance Measure	Goal/Requirement	CIA Performance (FY 1999 thru 2004)
EP Act	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the covered light-duty vehicles (LDVs) acquired in FY 1999-2004 must be AFVs.	Acquired 87 AFVs out of 863 covered vehicle acquisitions. (10 percent). CIA earned 87 credits for its AFV acquisitions. No additional credits were earned.
E.O. 13149	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use in AFVs to a majority of the total fuel used in those vehicles.	Less than 1 percent of the fuel used in AFVs was alternative fuel. Data is not available to identify precisely the percent of alternative fuel use in AFVs.
	Fuel economy of light-duty acquisitions	By FY 2005, increase fuel economy by 3 miles per gallon (mpg) compared to FY 1999 baseline.	The average fuel economy for FY 1999-2004 acquisitions (2124 vehicles) was 16.8 mpg. <sup>1</sup>

	Petroleum consumption	By FY 2005, reduce covered consumption by 20 percent compared to FY 1999 baseline (in gasoline gallon equivalents (GGEs)).	457, 716 GGEs were consumed in FY 2003 and FY2004. <sup>2</sup> Data for FY1999 2002 is not available
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<sup>1</sup>The fleet fuel economy figures were derived from <http://www.fueleconomy.gov>.

<sup>2</sup>CIA consumption figure is extrapolated from verifiable consumption quantities.

## EP Act Compliance

CIA first reported under the EP Act in 1997. This constitutes CIA's third report, and it covers FY 1999 to 2004. During the period covered by this report, 10 percent of CIA's FY 1999-2004 qualifying fleet acquisitions under the EP Act (87 vehicles) was comprised of AFVs.

## Credits

Federal fleets earn one credit for each AFV acquired and for every 450 gallons of neat biodiesel (B100) or 2,250 gallons of B20 (20 percent biodiesel and 80 percent petroleum diesel) used. Additional credits are earned for (i) AFVs that operate exclusively on alternative fuels, (ii) Zero Emission Vehicles of any size, and (iii) dedicated medium-duty or heavy-duty AFVs. For FY 1999-2004, CIA earned 87 credits for its AFV acquisitions, and earned no additional credits.

## Vehicles

CIA's AFVs of choice from FY 1999 2004 were flexible fuel vehicles (FFVs) that can run on E85 (85 percent ethanol, 15 percent gasoline).

FFVs operating on E85 comprise 99 percent of CIA's total AFV fleet. CIA's early (circa 1996) attempts to convert to CNG (Compressed Natural Gas) vehicles were complicated by a variety of issues. Such issues included: (i) drivers were reluctant to use the CNG station because of the range restriction for those AFVs powered with CNG, (ii) there were a small number of CNG refueling stations elsewhere, and (iii) CNG expansion during warmer months restricted the amount of fuel available for tank use. As a result, only one of CIA's AFV acquisitions during the period covered by this report was a CNG vehicle. See appendix A below.

## Exemptions

Of the 2124 LDVs in CIA's fleet acquisitions during FY 1999 to 2004, 1261 (59.3%) were exempt from compliance with the EP Act: CIA had 863 covered vehicles (40.7%) under the EP Act. Exemptions were granted for fleet size, geographic location or use outside of a qualifying Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area (MSA/CMSA), law enforcement vehicles, and emergency vehicles. Exemptions claimed against CIA's fleet acquisitions from FY 1999 to 2004 are as follows:

- Law Enforcement (242 vehicles – 11 percent of total)
- Emergency (0 vehicles – 0 percent of total)
- Non MSA/CMSA (84 vehicles – 4 percent of total)
- Geographic (935 vehicles – 44 percent of total)

### **FY 2005/2006 Projected Acquisitions**

CIA vehicle acquisition plans and procedures are currently being modified in order to increase the number of AFVs acquired (including leased vehicles) as replacements to CIA's qualifying fleet, and to increase the number of AFVs acquired (including leased vehicles) as additions to CIA's qualifying fleet.

### **E.O. 13149 Compliance**

E.O. 13149 requires each agency to reduce vehicular petroleum consumption by 20 percent by the end of FY 2005, and specifies three approaches agencies must take to achieve this goal:

- Comply with EP Act's annual AFV requirements (previously addressed)
- Use alternative fuels in AFVs the majority of the time
- Increase the fuel economy of light-duty acquisitions (excluding AFVs) by 3 mpg by the end of FY 2005 as compared to baseline FY 1999 acquisitions.

### **Use of Alternative Fuels in AFVs**

Although CIA acquired approximately 87 AFVs from FY 1999-2004, almost none of them were operated using alternative fuels. As described in the CIA's Alternative Fuel Use and Vehicle Acquisition Plan (posted August 2005), there are numerous obstacles in obtaining and using alternative fuels. This is due, in large measure, to an insufficient alternative fuel infrastructure. In fact, although CIA has endeavored to comply with the alternative fuel requirements, such efforts have been cost prohibitive for CIA. For example, the CIA had previously created a CNG fueling station in the late 1990's. The failure of this fuel alternative to be widely accepted forced the eventual removal of the station. Although CIA supports the objectives of EO13149, until an alternative fuel infrastructure is firmly established, obtaining and using alternative fuels will be a challenging task.

### **Improve Fuel Economy**

The CIA recently calculated the fuel economy of its fleet for FY 1999-2004 using the miles per gallon (mpg) figures from <http://www.fueleconomy.gov>. This standardized listing provides the mpg ratings for most known vehicle types. The average mpg per vehicle in CIA's fleet was determined to be 16.8 mpg, which will be the baseline for subsequent reporting. This resource was relied upon for calculation because CIA is otherwise unable to recreate data for fuel economy for each fiscal year from 1999-2004.

### **Petroleum Consumption**

In FY 2003 and 2004, the CIA fleet used a total of 457, 716 Gasoline Gallon Equivalents (GGE). Figures for FY 1999 to 2002 are not available.

## Appendix A

Actual FY 1999-2004 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light Duty (8500 GVWR)				
FY 1999 - 2004 Vehicle Acquisitions		617	1507	2124
Exemption: Law Enforcement		193	49	242
Exemption: Emergency		0	0	0
Exemption: Geographic		0	935	935
Exemption: Non MSA/CMSA		84	0	84
<b>EP Act Covered Acquisitions</b>		<b>340</b>	<b>523</b>	<b>863</b>
Actual FY 1999-2004 AFV Acquisitions				
Body Style	Vehicle	Leased	Purchased	Total
Sedan	E85 Flex Fuel	36	0	36
Station Wagon	E85 Flex Fuel	0	0	0
Minivan	E85 Flex Fuel	39	0	39
Minivan	CNG Flex Fuel	1	0	1
SUV	E85 Flex Fuel	11	0	11
<b>Total Number of AFV Acquisitions</b>		<b>87</b>	<b>0</b>	<b>87</b>

## Appendix B

### List of Acronyms

Acronym	Phrase
AFV	Alternative Fuel Vehicle
B100	Biodiesel (100 percent, neat)
B20	Biodiesel (20 percent biodiesel, 80 percent petroleum diesel)
CIA	Central Intelligence Agency
CNG	Compressed Natural Gas
E85	Ethanol (85 percent ethanol, 15 percent petroleum)
E.O.	Executive Order
EP Act	Energy Policy Act of 1992
FFV	Flexible Fuel Vehicle
FY	Fiscal Year
GGE	Gasoline Gallon Equivalent
GVWR	Gross Vehicle Weight Rating
LDV	Light-Duty Vehicle
MPG	Miles Per Gallon
MSA/CMSA	Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area
SUV	Sport Utility Vehicle